

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY  
CITIZEN PARTICIPATION COMMITTEE  
MINUTES**

DATE..... May 24, 2005  
TIME..... 7:00 P.M.  
PLACE ..... Grand Prairie Room  
County Office Building

**ATTENDEES NAME**

Steve Clevenger  
Geneva Werner  
Tracy Walder  
Laura Bartrom  
Scott Brown

**ORGANIZATION**

Citizen  
Vinton Neighborhood  
St. Lawrence/McAllister  
St. Lawrence/McAllister  
Tucker Real Estate

**STAFF**

Doug Poad  
Brian Webber

**TITLE**

Senior Planner-Transportation  
Transportation Planner

**I. APPROVAL OF THE JANUARY 25, 2005 AND MARCH 22, 2005 MEETING MINUTES:**

**Brian Weber** called the meeting to order. The January 25<sup>th</sup> and March 22<sup>nd</sup>, 2005 minutes were approved as distributed.

**II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:**

**Brian** summarized the discussion from the March meeting by highlighting the changes CityBus were going to implement and the 2004 traffic count map. He asked if anyone had questions or comments.

**Geneva Werner** stated she thought the CityBus presentation was good and it gave a lot of information about schedules and delays.

**Steve Clevenger** asked if they had made any route changes since the meeting.

**Doug Poad** said that they had a public hearing and did implemented several route changes. He further stated that CityBus constantly looks at their routes to see where they can tweak and adjust them.

**Brian** stated that that the traffic count map can be purchased in our office and they are \$10. Discussion followed regarding the maps. **Doug** stated that the APC has produced several maps and they are on the web.

**Tracy Walder** asked how often do you visit each particular area? **Doug** said it varies. We try to do it at least every 3-4 years. Sometimes it is sooner and sometimes later. He explained that we are still trying to get counts for many of the local streets that don't carry a lot of traffic. At the same time, the County and Citys still count the higher volume

roads more often in a three to four year cycle. It is more difficult for the County because they have a lot more road mileage.

**Geneva** asked if CR 350S is being counted. It's becoming like SR 26.

**Doug** replied that counts have been recorded in the past. With Brady Lane closed, the volume on CR 350S has increased. Once Brady Lane is opened, you should notice a difference.

**Laura** asked if a neighborhood could have a count done on a specific street.

**Doug** stated usually that's possible, but you would need to contact the City or County Engineer's Office. They are the one's who actually take the traffic counts. APC doesn't have the manpower. **Doug** added that usually every five years new traffic counters are purchased. We used our federal planning money to pay for 80% of the cost. Last year 18 counters were purchased and each jurisdiction received six. Not only did they get counters the also received new software, chains, and tubes.

**Steve** asked if we get any indication of speed out of the traffic counters or is it just strictly a traffic count.

**Doug** replied that most of the counts received are strictly counts but the counters are capable of recording vehicle speeds.

**Brian** added that they could also do classification counts.

**Doug** explained how the counters determine the type of vehicle.

**Scott** asked how often do they do counts and do they do them each day.

**Doug** said they usually don't do them during the winter months.

**Laura** asked if a neighborhood could have counters setup on a specific street where there are a lot of speeders and have the counters not only count the cars but also see how fast they are going.

**Doug** replied yes. There are certain criteria that each city follows for requests.

**Laura** asked whom do you ask for that to be done?

**Doug** stated that you would have to call the City Engineer's Office.

**Geneva** asked how do you determine where they will be placed. What criteria do you use to place counters?

**Doug** gave some examples where they would set up traffic counters.

**Geneva** asked if the information is given to Crawfordsville for traffic signal flow?

**Doug** stated that INDOT has loop detectors in the pavement at certain locations and they also count traffic. He added that the information is sent down to the Crawfordsville office. These special counters are only on state roads.

**Scott** stated that he works at Greenbush and US 52. He has noticed that when making a left-turn south onto US 52, only one or two cars get through the left turn signal. Is that something that can be changed or what kind of process would you have to go through to see if it would be feasible to extend the light.

**Doug** replied that there are several avenues available. One is the annual hot spot list and the other is to contact the Crawfordsville office and speak with the District Director or Traffic Engineer.

### III. PROGRAM

#### Annual Hot Spot List

**Doug** started the presentation by giving a little background information. Area Plan has been doing this for the past couple of years. He stated that the first one was done in 1996. The list is a way to get your comments and concerns about the area and pass it along to the appropriate agency. He read through last years list and commented what has and has not been done.

**Laura** stated that double left turns moves cars so much faster. She gave the Wal-Mart intersection as an example. Discussion followed regarding turn lanes and how to get them installed.

**Doug** explained the possible ways to do that. He also explained what would happen with the different types of turn lane set-up and also the impacts with changing signal timing. Discussion followed regarding turn lanes and the possibility of installing barriers like the State did at the old Target store off of SR 26. **Doug** explained what had to be done to do that.

**Steve** stated if you separate the left turns it would probably create a shorter turn cycle off of Creasy Lane. **Tracy** added there are a lot of dangerous lefts.

**Doug** continued reading the list. He mentioned which INDOT projects were suspended.

**Scott** asked why where the US 52 projects were suspended.

**Doug** gave additional information about US 52 projects. He added that while they are currently suspended, they might be brought back.

**Laura** stated that none of them address the drainage problem.

**Steve** asked if there was some sort of mechanism to discuss the left turn problems at Greenbush and Union Streets.

**Doug** said INDOT has a meeting during the design phase. Usually APC is invited most of the time. Comments like these are brought up at that time.

**Geneva** stated that people don't know if the project's have been shelved. If people complain enough maybe INDOT would do something. How is the general public going to get this information unless they attend these meetings?

**Doug** said most of the time they don't.

**Geneva** asked if there is anyway that APC could suggest INDOT pay attention to the roads and not the sidewalks?

**Doug** replied that the cost of sidewalks is very small when compared to the overall project cost.

**Geneva** stated that beautification is okay.

**Scott** asked how do we get the project information to people's attention.

**Laura** asked if the mayor was aware that the project has been tabled?

**Doug** said the State district office usually provides project information to the engineer's office once a month. But the district office has recently experienced personnel turnover.

**Laura** stated that with a project like that, the State couldn't really afford to wait.

**Doug** said that the people at the district office have been trying to keep us informed.

**Geneva** asked if there were any repercussions from contractors because projects were not open for bidding. She added that this was recently reported in the newspapers.

**Doug** answered no.

**Laura** said that trees and shrubs are pretty, but couldn't they fix the road first.

**Doug** stated that the decision to landscape the median on US 52 came from the district office.

**Doug** then reviewed additional projects on last years list. One was at US 52 and Northwestern and it involved the merging of the northbound lanes. There was some discussion of this project and it appears the District Office supports it. But the project has not yet been programmed.

**Steve** stated that he did not know the solution, but you have criss-crossing traffic, people on Northwestern wanting to turn on Cumberland and people on US 52 wanting to turn into Wal-Mart. It is difficult to see in both directions.

**Doug** said INDOT's solution was to extend both the left-turn and right-turn lanes from Cumberland. There would be four lanes instead of two

**Steve** said that the right-turn lane at US 52 and Cumberland is in bad shape. People don't get over because of the bad pavement.

**Tracy** suggested this question might be a topic for another meeting. She said that she works with another Chamber Committee and they are discussing West Lafayette gateways and byways along with developing signage. She asked who coordinates what the State's thinking, what Doug Shaw is thinking in West Lafayette and what APC is thinking.

**Doug** said the City has been working with INDOT in developing Sagamore Parkway. Usually if we hear anything back from this group we pass it along to the engineer's office. That usually filters out through their chain of command. If we get any comments or requests like synchronization on the US 52 traffic signals, we pass it on to INDOT.

**Geneva** asked what is happening to Hunter Road project.

**Doug** explained the project status. Discussion ensued.

**Laura** stated the same problem exists at Kerfoot Drive.

**Steve** said that the developer is supposed to start putting in the left turn lane in at anytime.

**Laura** added that a streetlight is needed to indicate where it is.

**Steve** said that someone mentioned this to him. Because of the heavy traffic on US 52 and the delay in constructing 231, a temporary stoplight needs to be put in at McCormick and 52. He added that he did not know if McCormick necessarily meets the warrants but there is a lot of traffic on the southbound portion of McCormick. A large number of cars cross the intersection and there are a couple of accidents a month there. It is more of a safety issue than traffic. Discussion followed.

**Scott** said that the Greenbush and US 52 intersection has already been mentioned. He added that there appears to be a problem on 9<sup>th</sup> at Canal Road. People don't know which lane to get into. He asked if the lines could be paint little longer so motorists would know which lane to be in before they went down the hill near Lafayette Masonry.

**Laura** asked how could someone get rumble strips in their neighborhoods like the ones near the West Lafayette City building.

**Doug** reviewed the history of the rumble strips. He further added that all requests needed to go to the City Engineers Office.

**Laura** asked what kind of solutions are being thought of. Will they be like the ones on Owens?

**Doug** reviewed the proposed improvement to Sycamore Street. Discussion followed.

**Tracy** said one of the intersections he would like to mention is 18<sup>th</sup> and Beck Lane. He then explained the problem with vehicles trying to turn into the Edgelea School parking lot during school time. Because of the large number of cars turning, they are backing up on 18<sup>th</sup> through the Beck Lane intersection.

**Doug** asked if the problem was just vehicles traveling south on 18<sup>th</sup> Street.

**Geneva** said that at her last neighborhood meeting she passed around a paper and several problem intersections people listed included Greenbush and US 52 and Union and Creasy.

**Geneva** added that the stoplight at Erie and 18<sup>th</sup> stays on forever.

**Geneva** mentioned that she has experienced a problem at Teal Road and Sequoya. See had to wait between five and seven minutes. See added that the light changed at least twice for Teal Road and then finally the left turn signal for Sequoya finally came on.

**Tracy** mentioned that on 22<sup>nd</sup> Street going past Jeff High School there is no left-turn signal.

**Scott** asked if there are any plans to improve 4<sup>th</sup> and Teal.

**Doug** replied not at this time. He added that the State wants the City to take over Teal Road. For the last two years we have requested INDOT to fix the curb at one of the corners.

**Scott** asked how would the City take over a federal highway.

**Doug** replied that the State has been negotiating with the City for a long time. The State wants to relocate SR 25 to 350S and the City, County and State haven't come to terms yet.

**Laura** asked why was Schuler Avenue relocated?

**Doug** replied that it was part of the US 231 relocation. That is why the State doesn't want to put any money into Teal Road. They hope the City will take over.

**Scott** asked what are the chances of that happening.

**Doug** said it sounded pretty good earlier this year but it's unclear where it stands right now.

Discussion followed concerning Lindberg road.

**Tracy** asked if there were any plans to improve the Eisenhower Bridge and 400E.

**Doug** replied that he hasn't heard of any major improvements for that area.

**Steve** asked if anything could be done at the intersection of Grant and Pretty Prairie Road. There is a sight distance problem at the intersection.

**Doug** said the County doesn't have a project planned for that intersection, but we submitted an application for federal funds to rehabilitate the Hog Point Bridge. That was one thing the County wanted to do with the project.

**Doug** reviewed the list to make sure he had all of the requests.

**Scott** asked what are your pet peeves.

**Doug** stated that his was with the State and the time delay getting projects to construction. He gave SR 43 as an example. It was started in 1983 and it still hasn't gone to construction yet.

More discussion continued regarding how long some of the projects have been going on.

**Geneva** asked how does it work with the money and is it still set aside for the project?

**Doug** stated that with this new administration he didn't know. We may not see the project. He said it has changed.

There was more discussion about SR 26 and the changes planned.

#### **Introduction to Intelligent Transportation Systems.**

**Brian** gave a brief synopsis of the Intelligent Transportation Systems. He explained what it stood for and why we are doing it. He showed how Lafayette could benefit from this. He reviewed what CityBus has done with ITS. A brief overview of last month's presentation was given. Additional ITS examples were presented. He explained what he was doing to put this plan together. He added we couldn't use federal funds for ITS projects until a plan is put together.

**Geneva** said it is hard to imagine using that data from Chicago here in Lafayette.

**Steve** said the cameras on I-65 were mentioned in the paper. INDOT and ITS projects were a part of it.

**Brian** said our architecture would probably reference the State's because they have their own plan. More discussion ensued.

#### **IV. QUESTIONS, COMMENTS, OR SUGGESTIONS**

**Doug** said that for the next meeting in July, he would probably be presenting some of the initial information regarding the Transportation Plan. We are going to be looking out to 2030 and creating a new plan looking at what new roads need to be built, widened, or improved. He added that we would be looking at where to add bicycle lanes and paths.

**Geneva** asked if it was based on census or neighborhoods.

**Doug** explained how the traffic zones were broke down. He gave some examples.

There were questions about neighborhoods giving their input and how it would impact them.

There was discussion about busing people to factories on buses like Purdue.

Discussion ensued about the different types of places and the alternate routing of traffic.

## **V. ADJOURNMENT**

Meeting adjourned.

The next meeting is scheduled for July 26, 2005.

Respectfully submitted,

Linda Toman  
Bookkeeper/Secretary

Reviewed by,

Doug Poad  
Senior Planner - Transportation